

ERRATA SHEET

TO THE REPORTER: I, W. E. Ferguson, have read the entire transcript of my deposition taken on the day of , 200 , or the same has been read to me. I request the following changes be entered upon the record for the reason(s) indicated. I have signed my name to the signature page and authorize you to attach the following changes to the original transcript:

PLEASE DO NOT WRITE IN THE TRANSCRIPT

PAGE	LINE	CORRECTION (and reason)
5	6	Have some pain in right leg leg
16	10	I was Betwixt 60 and 7000. Seniority
23	8	6 TO 7 THOUSAND members
25	24	I Believe MR. FOSTER said some one Dropped
25	24	Then EFF I DONT KNOW where he went
36	3	MR. FOSTER JUST SAID some one Dropped Than
		EFF.
29	16	im Not Sure For a Fact I Drove This Truck
		Before.
31-	4	one year Allied Keep logs I Believe
45-	22	The cables on All Trucks had Not Been
		Replaced

SAFETY MEETINGS

4-12-99 - 9:00 AM
4-29-99 - 6:00 PM
4-30-99 - 5:00 PM

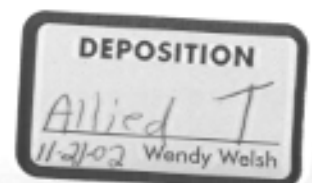
We opened the safety meeting with a discussion of accidents/injuries YTD and a comparison to our goals for 1999. We emphasized the need to "warm up" in relation to Steve Northup's recent injury.

Next we discussed problems/concerns expressed in our last meeting:

- 1.) Skids will be repaired/replaced as required. Please see Bill Weaver. Should you have problems, let Gary Chinn know.
- 2.) Marion has been contacted about tree limbs problems.
- 3.) Check your clothes lines. If you see any problems (plastic pulling away, rusting, etc.) have them replaced. If you are not sure, have Bill or the shop check them.
- 4.) We are in the process of reinforcing the "pins" that have broken recently.

We then covered Module 3 "Proper Chain Positioning" and Module 2 "Proper Use of the Tie Down Bar".

moraine



Work Module 6: Preventing Slips and Falls on Equipment

Perform Training on the Following Key Points:

1) Prepare for work.

Decide in advance which footwear is appropriate for the weather conditions.

Are the soles in good condition and made of non-skid material? Leather-soled shoes are **never** appropriate.

2) Inspect your trailer.

Inspect the treadways to ensure they are in good condition. Is there an adequate amount of non-skid material?

Are treadways free of spills, bent metal, chains, hooks and worn areas that could cause you to slip or trip?

Are the decks even and resting on safety pins on both sides?

Report defects on your DDVCR to allow maintenance to repair.

3) Maintain three points of contact.

When climbing, always maintain three points of contact.

Ensure you have a stable place to plant your foot before you transfer your weight.

Use handholds whenever possible.

4) Maintain stability.

Primary stability is always maintained through proper foot placement.

5) Look to see where you are going.

When walking inside the trailer, decide where to place your lead foot before stepping and maintain three points of contact whenever possible.

Plant your foot in a stable place before you transfer your weight.

To check for head clearance and overhead obstacles, stop and look above. Do not look up when walking.

6) Use the ladders for climbing.

Avoid walking down the treadways.

Use ladders and maintain three points of contact.

Never use ladders or steps for storing loose chains or hooks.

Do not use ladders with objects in your hand. Transfer tie down bar or chain to next deck, then climb ladder.

7) Always face cargo units.

When entering or exiting cargo units, always face the cargo unit.

Face cargo units when moving past them.

Never face the outside of the trailer when moving past cargo units.

8) Demonstrate each point of the Proper Procedures to Prevent Slips and Falls.

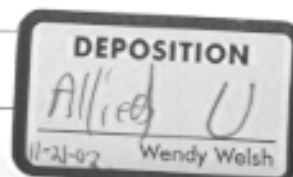
9) Observe the employee demonstrating each point outlined above.

I have received training on the nine points outlined above and am aware of the proper procedures to prevent slips and falls.

Driver's Signature _____ Date _____

Print employee name _____ Emp# _____

Supervisor's Signature _____ Date _____



Module 2: Proper Backing Procedures

Perform Training on the Following Key Points:

- 1) Avoid backing whenever possible.

Backing accidents are our most frequently recorded accident type. If you must back use these steps.

- 2) Always use a spotter whenever backing into or out of a dealership.

Ask your Terminal Manager for a highly visible flag to keep in your tractor. Give the flag to the spotter and have him create a safe space for you to back into.

If a Dealership is unwilling to provide a spotter, contact your Terminal.

- 3) Back out slowly at first and then proceed at a reasonable speed.

Give other drivers a chance to recognize and react that you are backing into their line of movement. Once you have the other drivers attention move at a faster clip. This keeps other motorists from becoming impatient and trying to dart around behind you.

- 4) In tight backing spaces, always get out and

A) look at the area you are backing into.

Check for wires or other overhead obstructions

B) Pace off the distance you need to back to.

C) Pace the identical distance back from the door handle of your tractor.

D) Place your tie down bar at the spot as a marker.

E) Back to your mark.

If you follow these simple steps religiously, you will eliminate your potential for a backing accident.

- 5) Demonstrate each point listed above for the driver.

- 6) Observe the Driver demonstrating each point.

I have received training on the six points outlined above and am aware of the proper methods for backing a tractor trailer.

Drivers Signature:

Supervisors Signature:

Date:

See comments on back.

Work Module 3: Proper Chain Positioning

Perform Training on the Following Key Points:

- 1) **Set your chains to the inside of your decks when driving units onto the tractor/trailer.**
Unwrap chain barrels to remove any twists in the chain. Set your chain so that every other link lines up.
Never drive units over chain or hooks. This can damage equipment and tires.
- 2) **If you are unfamiliar with the product, check with the dispatcher to insure proper hook and hole usage as well as pull alignment.**
- 3) **Once hook is placed, use grab hook to control all excess chain.**
This is your most critical behavior that will prevent chain overlap and tie down slips and falls.
- 4) **Check master link to insure it is not cocked.**
Cocked master links can create chain slippage during tying down as well during transportation.
- 5) **Proper chain wrap should not be over a wrap and one half on the barrel. Never allow the chain to overlap.**
Chain overlap means that the chain has wrapped on top of itself as it turns around the barrel. If the chain slips slightly at the barrel the movement you see at the end of the tie down bar is significant. With a hard pull back and chain slippage a person will fall and can be seriously injured. Always insure that your chain wrap rests against the barrel and not on top of itself.
- 6) **Never tighten your chains with your hydraulics. Always check your chains to insure that movement of the decks will not result in chain tightening.**
Tightening of chains using your hydraulics can create frame damage to the unit. These type damages are inexcusable.
- 7) **Use extreme care when placing chains around hydraulics control levels. It is possible to activate hydraulics as you lean into the side of your trailer to place hooks underneath units. Arms can be pinned underneath units if this occurs**
Never bungee hydraulic levers.
Always secure a deck after movement by pinning all sides.
- 8) **Check your chains on the road to insure they have not loosened in transit.**
If there is a need to tighten a chain snug it up.
Don't over tighten, if you tighten one position excessively you will only loosen another position.
- 9) **After delivery of a unit, store the chains sufficiently so that they do not drag on the road.**
Dragging chains is abuse to the equipment and subject to disciplinary actions.
- 10) **Demonstrate each point listed above for the driver.**
- 11) **Observe the Driver demonstrating each point.**

I have received training on the eleven points outlined above and am aware of the proper methods for chaining installation and positioning.

Drivers Signature:

Supervisors Signature:

Date:

See comments on back.

Course Roster

Course Title: Safety modules - Backs & Chair
 Date: 4/3/99

Location: T.S.
 Instructors: G. Chin

Name	Department	Company	Certificate/ Presented	Certificate/ Mailed
Mike Winter				
JAMES Cully				
OSCAR Lewis				
John WARR				
Dannie Cooper				
Willan PARK				
ARNIE Cline				
Ron Brown				
Ron Defibaugh				
John Collins				
Wally Webber				
Robert Brattin				
Tee Leach				

Course Title: *Safety Meeting - Backing - Chin* Course Roster
 Date: *4/12/99* Location: *Morrison Term*
 Instructors: *G. Chin*

Name	Department	Company	Certificate/ Presented	Certificate/ Mailed
<i>John Lee</i>	<i>63985</i>			
<i>Dave Ferguson</i>	<i>63894</i>	<i>AAG</i>		
<i>W. Hayes</i>	<i>67959</i>	<i>AAG</i>		
<i>Brian Baker</i>	<i>63850</i>	<i>AAG</i>		
<i>JACK SMITH</i>	<i>63969</i>	<i>AAG</i>		
<i>DR SNOW</i>	<i>63984</i>	<i>AAG</i>		
<i>Darrell Cox</i>	<i>63989</i>	<i>AAG</i>	<i>CASHAULter EXCELLENCE</i>	
<i>Kevin Howard</i>	<i>64010</i>	<i>"</i>		
<i>Phil Merschke</i>	<i>63958</i>	<i>AAG</i>		
<i>Jesse King</i>	<i>64028</i>	<i>"</i>		
<i>Steve Northrup</i>	<i>63913</i>			

Course Roster

Course Title: SAFETY Backing Module - Chain
Date: 4/29/99

Location: Allied Dispatch
Instructors: GARY CHIN

[illegible]

FAX

Date: 5/6/99
Number of pages including cover sheet: 7

To:

Bob Primm

Phone:

Fax phone:

CC:

From:

G. Chinn

Phone: (937) 293-2672

Fax phone: (937) 293-3308

REMARKS:

☐ Urgent

☐ For your review

☐ Reply ASAP

☐ Please comment

1 what's going on.

2 MR. KOUSTMER: Sounds good.

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DAVID EDWARD FERGUSON

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(Deposition concluded at 4:52 PM.)

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C E R T I F I C A T E

STATE OF OHIO :
SS:
COUNTY OF HAMILTON :

I, Wendy L. Welsh, a duly qualified and
commissioned notary public in and for the State of
Ohio, do hereby certify that prior to the giving of
his deposition, the within named DAVID EDWARD
FERGUSON was by me first duly sworn to testify the
truth; that the foregoing pages constitute a true
and correct transcript of testimony given at said
time and place by said deponent; that said
deposition was taken by me in stenotypy and
transcribed under my supervision; that I am neither
a relative of nor attorney for any of the parties to
this litigation, nor relative of nor employee of any
of their counsel, and have no interest whatsoever in
the result of this litigation. I further certify
that I am not, nor is the court reporting firm with
which I am affiliated, under a contract as defined
in Civil Rule 28 (D).

IN WITNESS WHEREOF, I hereunto set my hand and
official seal of office, at Cincinnati, Ohio, this
15th day of December, 2002.

MY COMMISSION EXPIRES: NOVEMBER 20, 2005.
Wendy L. Welsh
WENDY L. WELSH, RDR-CRR
NOTARY PUBLIC, STATE OF OHIO

Merit
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